

# Verona Road/West Beltline Draft Environmental Impact Statement (DEIS) May 2004 Public Hearings



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## What We're Doing

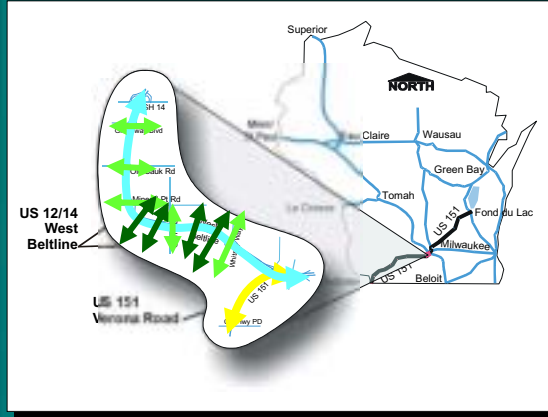
- WisDOT is in the sixth year of a study looking at long term (2050) solutions.
- We have just released a Draft Environmental Impact Statement (DEIS)
- We will be receiving comments through early summer.



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Three Study Focus Areas



### 1-US 151 Corridor

DEIS Section 1

### 2-Beltline

DEIS Section 2

### 3-Beltline Crossings

DEIS Section 3



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Input

- 27 Technical Committee Mtgs
- 30 Policy Committee Mtgs
- 17 Public Information Mtgs
- 21 Presentations to City Committees
- 36 Presentations to neighborhoods/interest groups
- 67 Interviews with Businesses



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Input

### Public

- Noise
- Neighborhood Traffic Diversion
- Congestion

### Staff

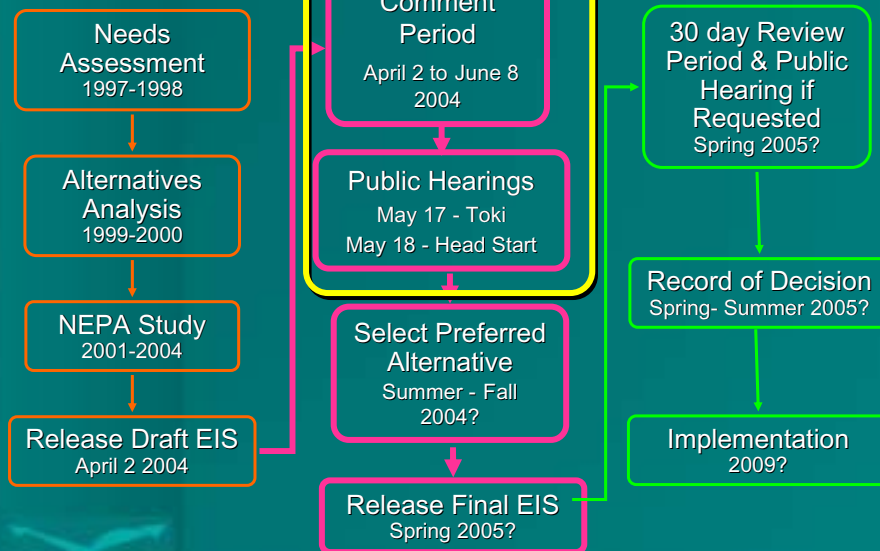
- Neighborhood Connectivity
- Ped/Bike Access
- Redevelopment
- US 151 Route Consistency



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Process



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## No Long Term Improvements Will Begin Until 2009 or Later



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Opportunities for Public Review of DEIS

### Public DEIS Review Opportunities

- At hearing tonight
- Local Libraries
- DOT Web Site
  - <http://www.dot.wisconsin.gov>
- City of Madison Web Site
  - <http://www.ci.madison.wi.us>
- Request a CD – (\$4)
- Request a paper copy – (\$25)



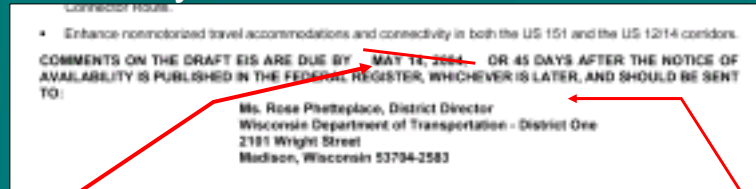
VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## How to Comment

### Written Comments:

- May write comments here tonight
- May mail comments



Comment Period Extended to **June 8, 2004**

(May be extended further)

In written comments please put **Attn: John Steiner**



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## How to Comment

### Verbal Comments:

- Two Court Reporters at this hearing
- Court Reporter will transcribe verbal comments
  - One-on-one comments at reporter station throughout the evening
  - Open-air public comments after this presentation
  - Speakers limited to 5 minutes



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

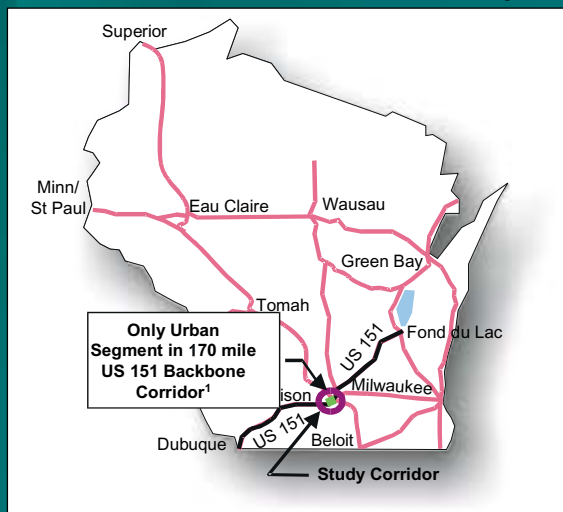
# 1.US 151 Corridor (Verona Road) (Section 1 - DEIS)



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## US 151 Statewide Importance



### Corridors 2020 Backbone Route

- 3% of Wisconsin Roadways
- 34% of all auto travel
- 57% of all truck travel

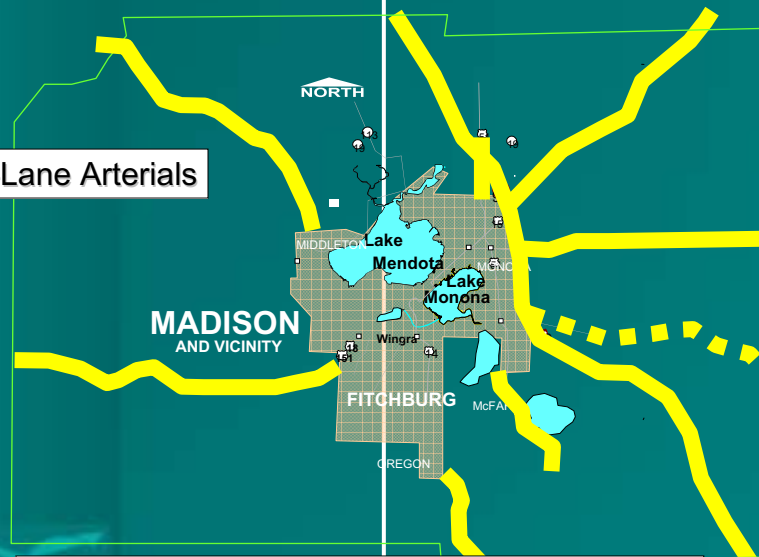


VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## US151 Regional Access Importance

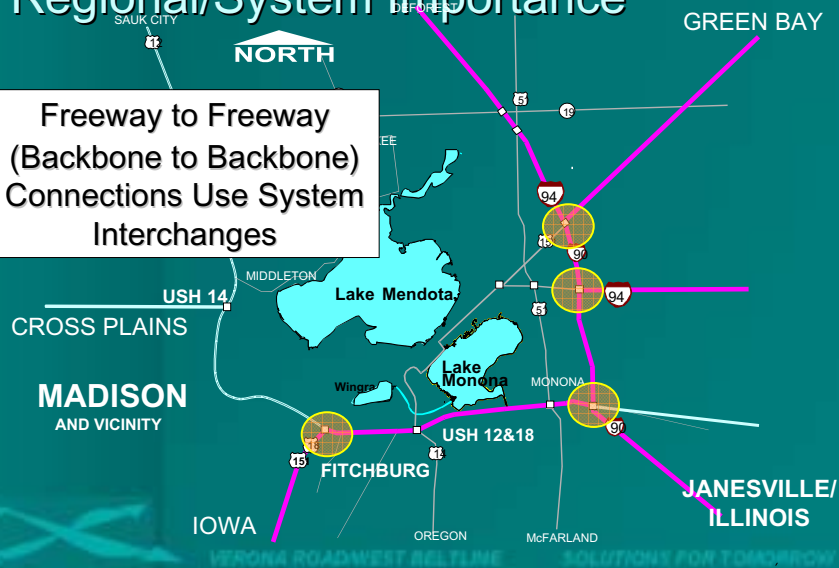
4-Lane Arterials



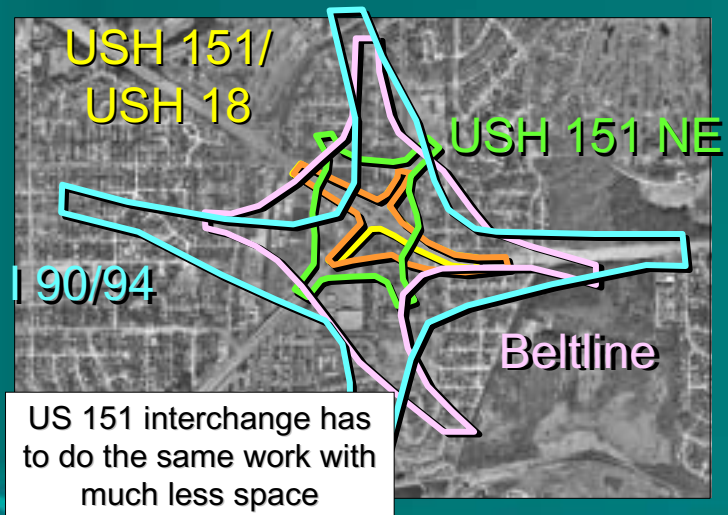
US 151 has to do More of the Work

## US 151 Statewide Importance Regional/System Importance

Freeway to Freeway  
(Backbone to Backbone)  
Connections Use System  
Interchanges



## US 151 Area Comparison with Other Regional System Interchanges

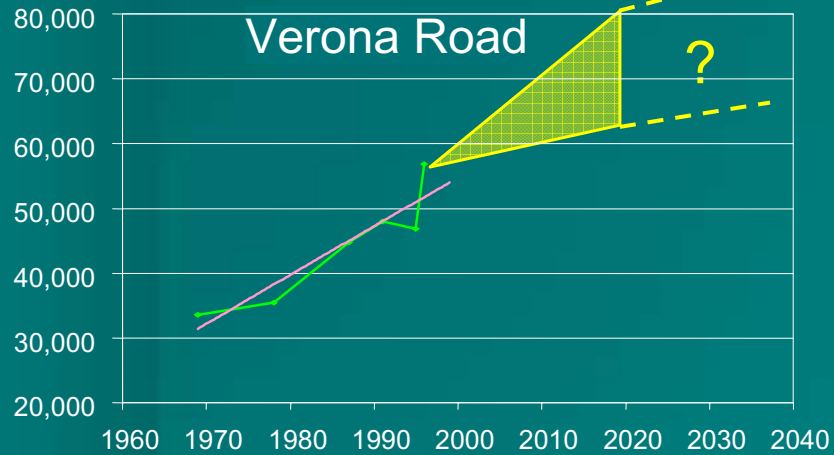


## Local Importance and Issues





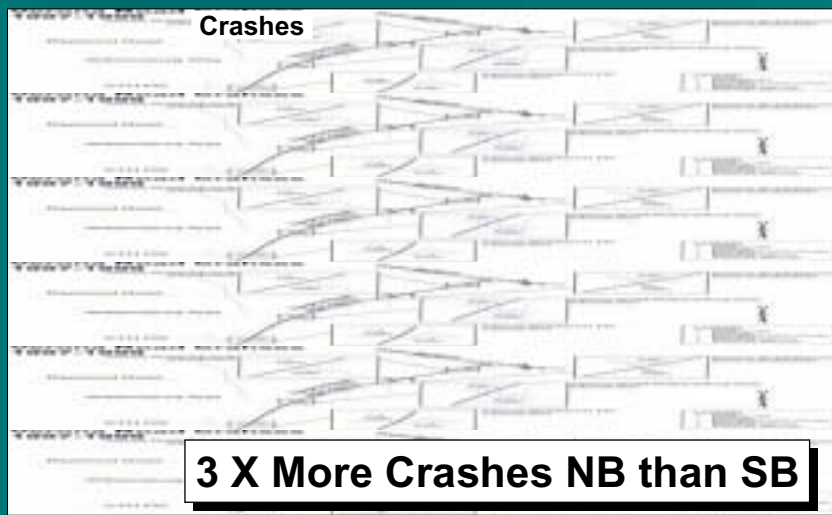
## US 151 Traffic Growth



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Verona Road Crashes



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## USH 151 (Verona Road) Concepts/Alternatives



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

### USH 151 Corridor - Concepts

- **Urban Roadway Concept**
  - Single-Point Interchange at Verona Road
  - Verona Road signals would remain
  - Verona Road would be expanded
- **Freeway/Expressway Concept**
  - Freeflow Interchange at Verona Road
  - Regional and local traffic would be separated
  - Verona Road intersection signals would be removed and replaced with alternate roadways/ramps

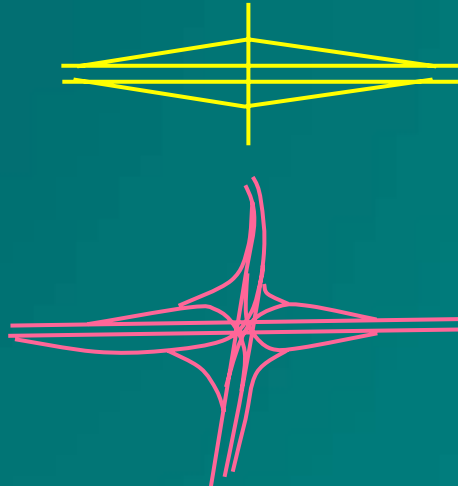


VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Urban Interchange Concept

- Conventional Diamond
- Single Point



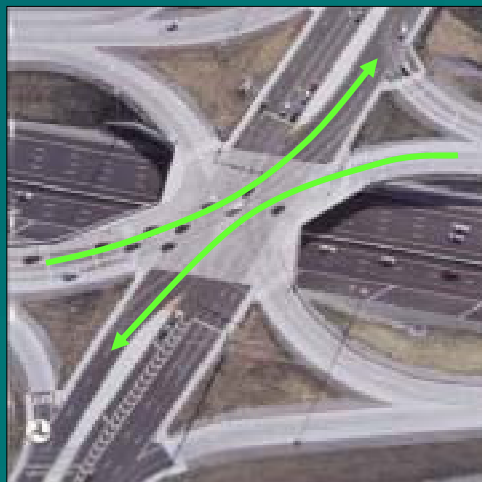
VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Urban Roadway Concept

- Single-Point Interchange - Nashville, TN

- Allows Concurrent Left Turns
- More Efficient with Balanced Movements
- Not as Effective in This Application



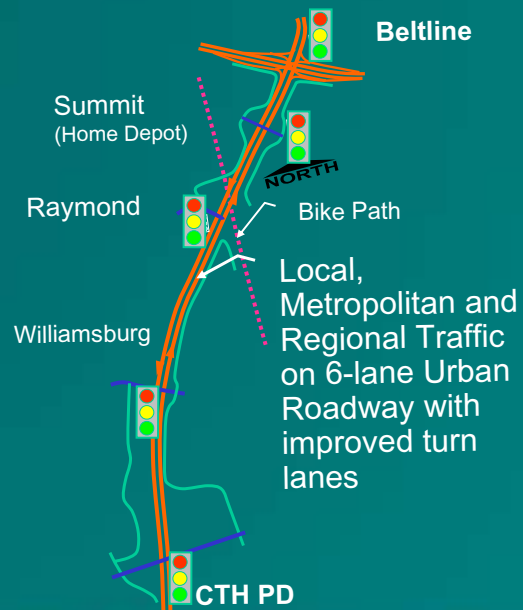
VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Urban Roadway Concept - Single Point Interchange



## Urban Roadway Concept



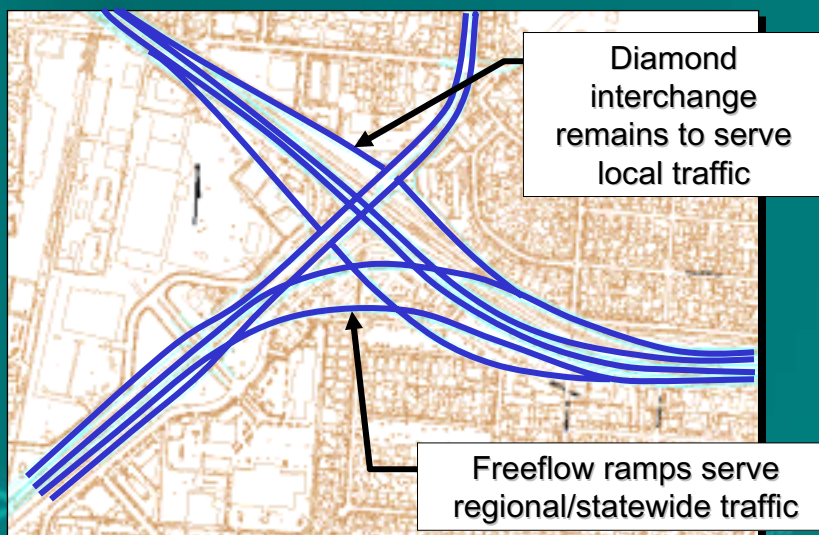
## Urban Roadway Concept



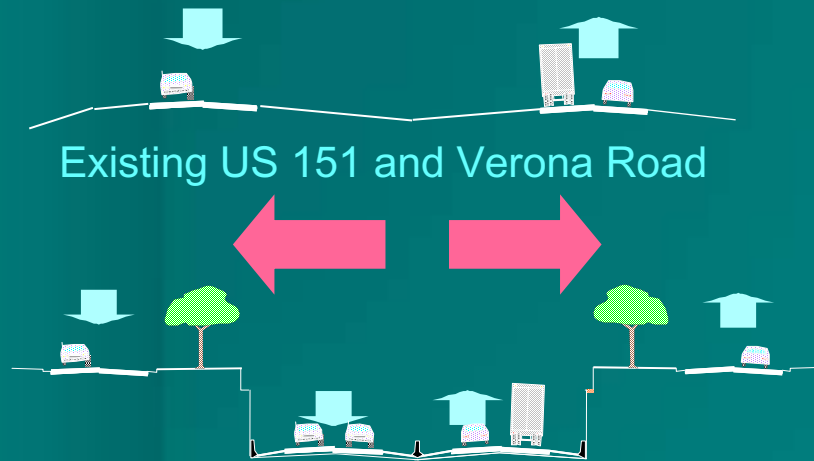
VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Freeway Concept - Freeflow System Interchange



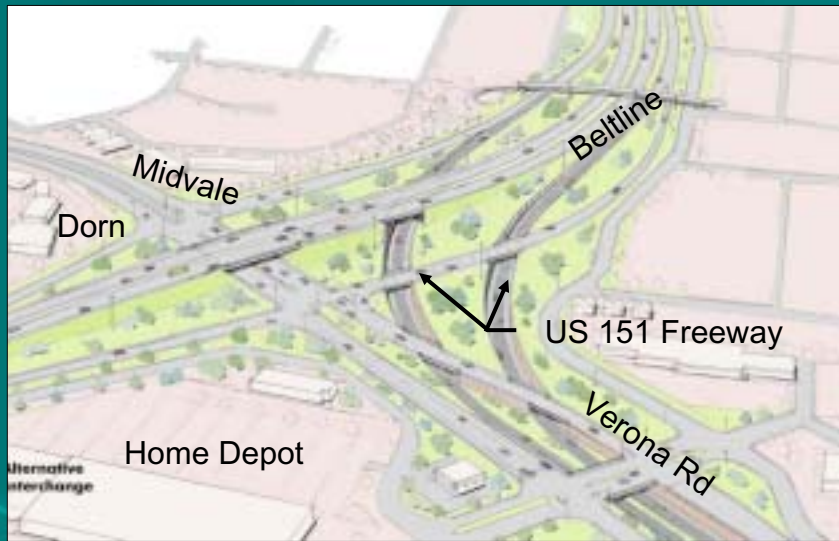
## Freeway Concept



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

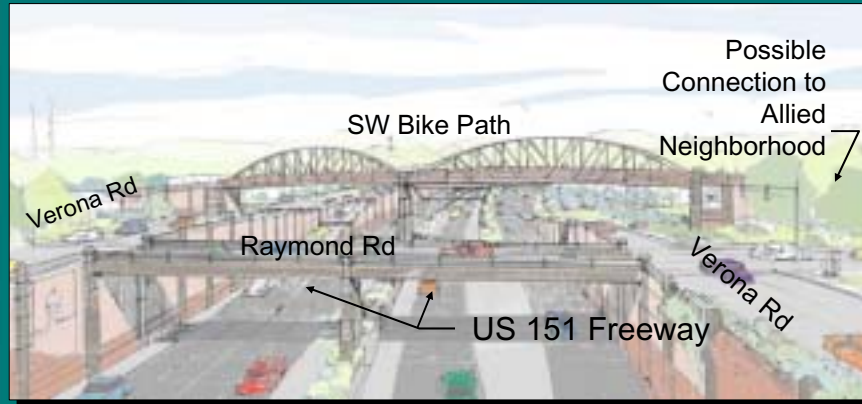
## Freeway Concept



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

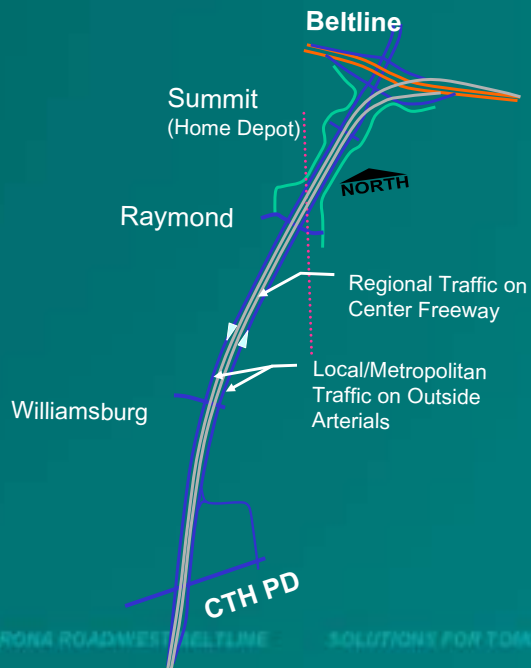
## Freeway Concept - Raymond Rd



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Freeway Concept



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW



## Freeway Concept Characteristics

Possible Grade Separated Extension of Raymond Road to Allied Drive

- Provides another entrance to an isolated neighborhood
- Results in some household relocations



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Separate City of Madison Neighborhood Infrastructure Plan

- City of Madison Initiative
- Partially Funded by DOT



New Commercial/  
Office

New Residential



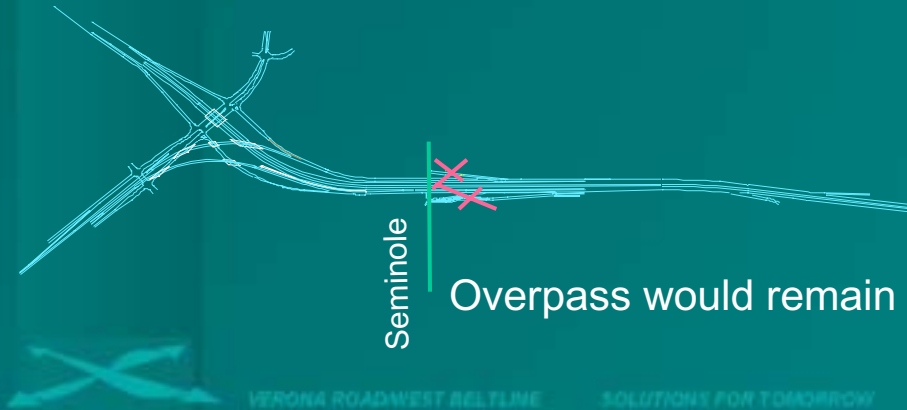
VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW



## Freeway Concept

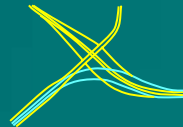
To improve Beltline operation, Seminole Interchange Ramps will be removed. (Too many merging vehicles in a short distance.)



## Comparison - Traffic Operations



Alt 1 (Urban Roadway) can not accommodate 2020 volumes and maintain a LOS of D or better at all corridor intersections



Alt 4 with modifications (Freeway) can accommodate 130% more corridor traffic than Alt 1 and maintain an LOS C or better at all corridor intersections



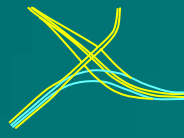
VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Comparison - Traffic Diversion



With the Urban Roadway Alternative traffic uses other parallel routes, such as Seminole and Fish Hatchery, to carry the overflow of southwesterly destined traffic.



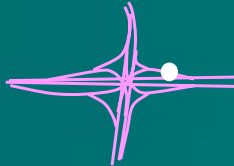
With the Freeway Alternative, traffic from other parallel routes is drawn to the US 151 corridor.



VERONA ROADWEST BELTLINE

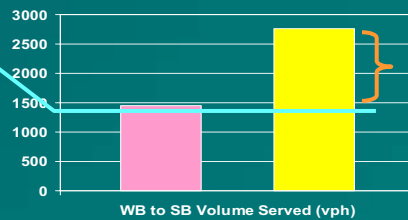
SOLUTIONS FOR TOMORROW

## Comparison - Traffic Diversion



Current Volume  
WB to SB  
Volume Served  
2020 PM Peak Hr

Vehicles Per Hour (vph)



Traffic  
Diverted to  
Other  
Corridors



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Comparison - Bike Ped



With the Urban Roadway Alternative bicycle/pedestrian mobility remains similar to today. A single point interchange is a little more difficult to maneuver for pedestrians and bicyclist



With the Freeway Alternative more bicycle/pedestrian connections are provided along and across Verona Road. Pedestrians and Bicyclist would cross about 60 percent of the traffic volume that they would cross with the urban roadway alternatives.



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Comparison - Impacts



### Urban Alternative

- ~11 Acres R/W
- ~ 6 Business Relocations
  - 6 Buildings
- 20-25 Household Relocations
  - 11 Buildings



### Freeway Alternative

- ~22 Acres R/W
- ~34 Business Relocations
  - 26 Buildings
- 36-44 Household Relocations
  - 11-12 Buildings



Affordable Replacement Housing is an Issue

VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Comparison - Interchange Impacts



### Urban Alternative

- \$50-\$55 Million Cstr Cost
- ~\$11 Million R/W Cost
- **Total Cost \$61 to \$66 Million**



### Freeway Alternative

- \$110- 115 Million Construction Cost
- ~\$25 Million R/W Cost
- Total Cost \$135 to \$140 Million



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## 2. Beltline (Section 2 - DEIS)

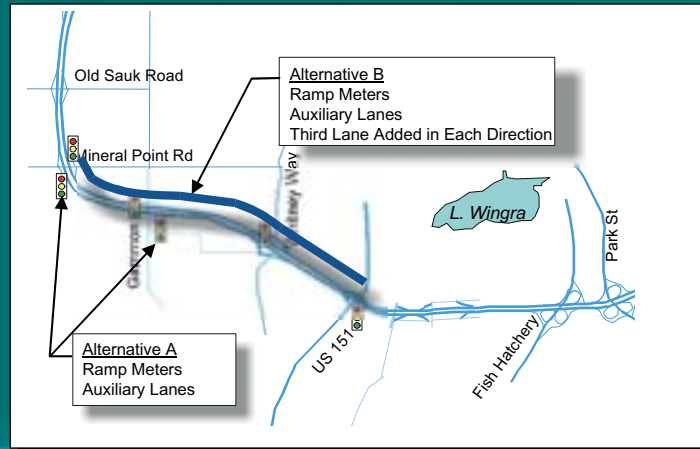


VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Beltline Alternatives

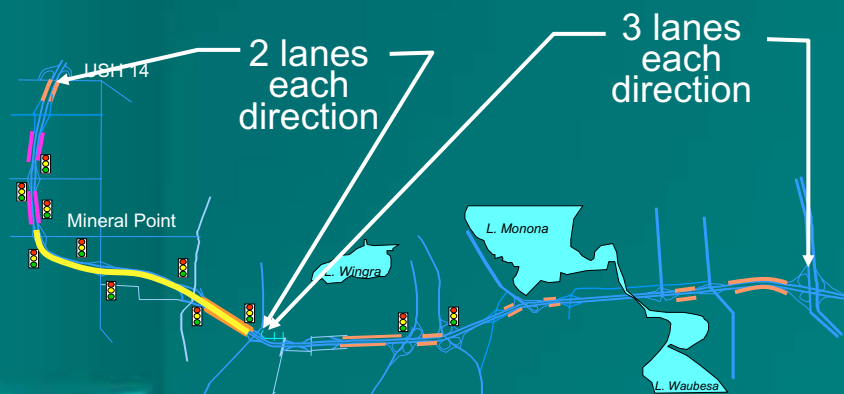
### Two Alternatives A and B



## Beltline Alternatives

### Alternative B - Add Capacity (3rd lane each direction)

*(Lanes Added on Inside)*



### 3. Beltline Crossings (Section 3 - DEIS)

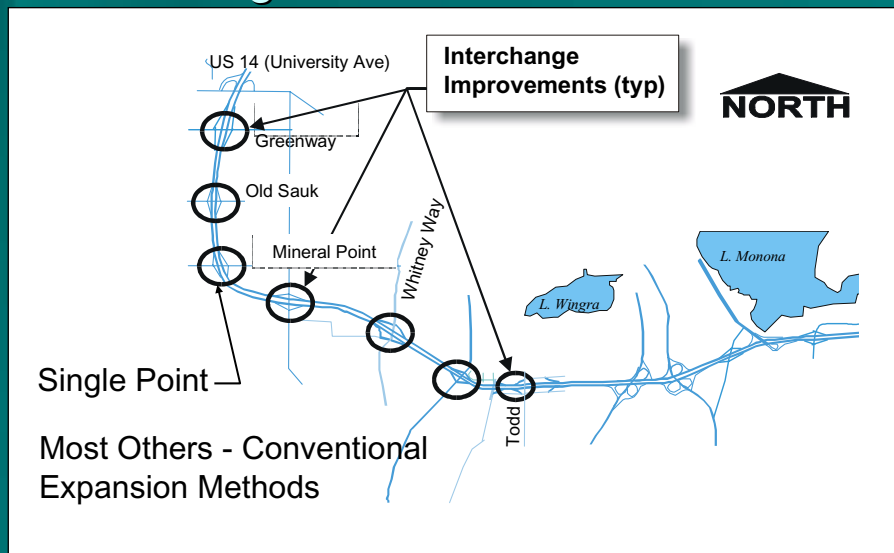
- Interchanges
- Additional Grade Separated Crossings



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

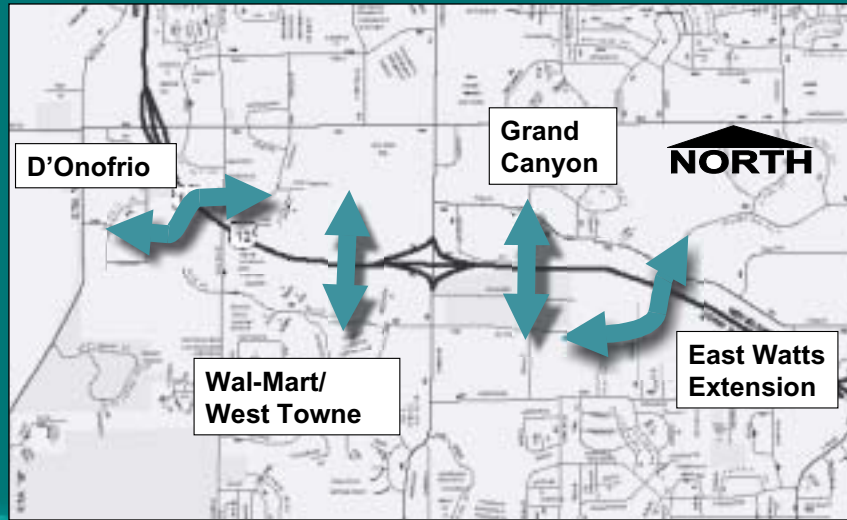
#### Interchanges



VERONA ROADWEST BELTLINE

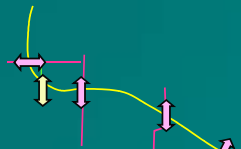
SOLUTIONS FOR TOMORROW

## Additional Beltline Crossings

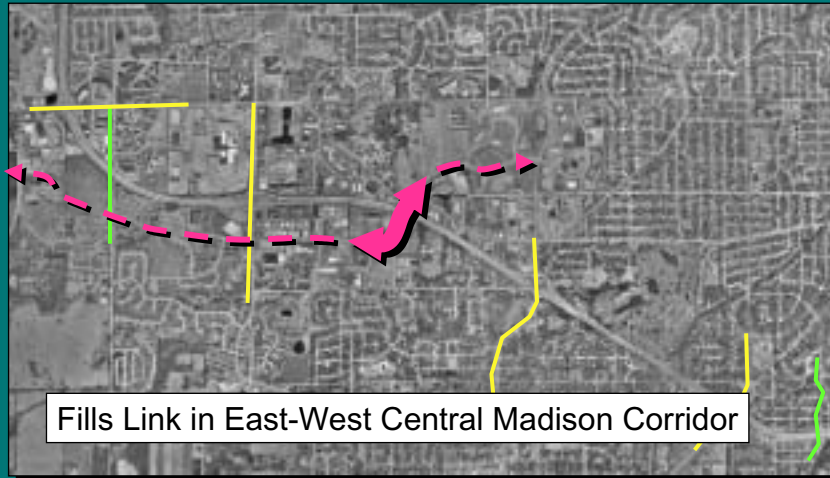


## Why Additional Beltline Crossings?

- From 40 to 70 percent of the traffic traveling through the interchanges have nothing to do with the interchange.
- Lack of grid system overburdens arterials
  - Gammon Rd
  - Whitney Way
- As congestion grows, neighborhoods become trapped between arterials



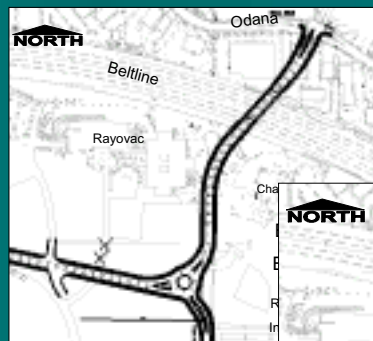
## East Watts Extension



VERONA ROADWEST BELTLINE

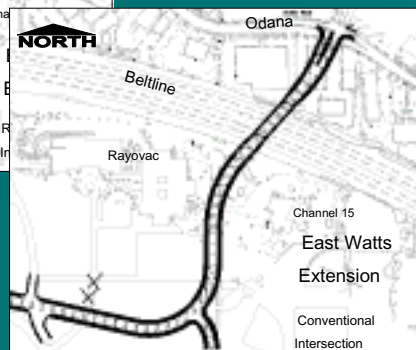
SOLUTIONS FOR TOMORROW

## East Watts Road Extension



### Possible Alignments

Draws 13 to 15,000 vpd

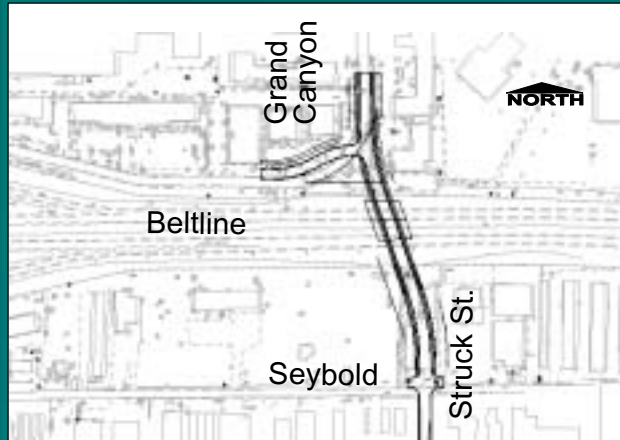


VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW



## Beltline Crossovers - Grand Canyon



Draws 2,000  
to 6,000 vpd

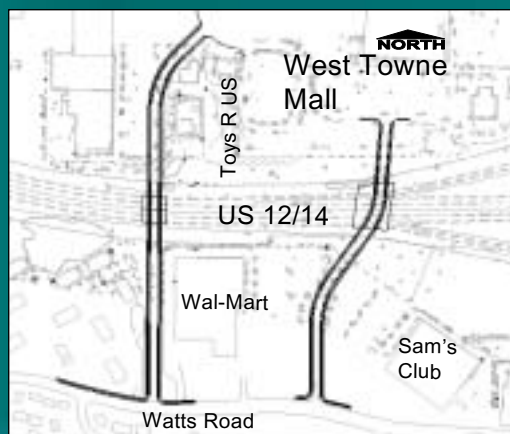
**Possible Alignment**



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Beltline Crossings - Walmart - West Towne



**Possible  
Alignments**

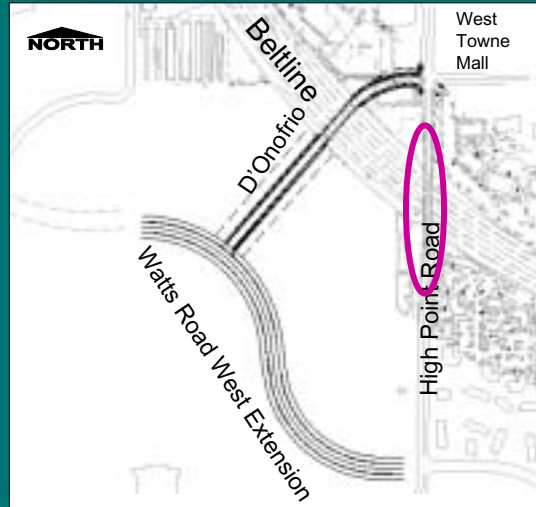
Draws 3,000 -  
10,000 vpd



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Beltline Crossings - D'Onofrio



**Possible  
Alignment**

Draws 16,000  
to 18,000 vpd



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW

## Verona Road/West Beltline Draft Environmental Impact Statement May 2004 Hearings



VERONA ROADWEST BELTLINE

SOLUTIONS FOR TOMORROW